

INFORMATION REPORT

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COUNTRY East Germany

DATE DISTR. 25 July 1952

SUBJECT Information on the condition of Railroad Lines
in RBD Erfurt

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1. An increased number of rail breaks are occurring on the Weissenfels-Erfurt rail-
road line which carries a heavy load of traffic. This applies particularly to
the line section in the Grossheringen railroad sub-district. Worn out rails and
ties necessitated the establishment of numerous slow-down sections. The Erfurt
regional railroad headquarters requested that the new ties and rails required
for the replacement of worn out material be furnished as soon as possible in
order to be able to comply with minimum safety regulations. (1)
2. Many ties on the Gressen-Zeitz line are broken and the small iron fittings are
so worn out that the correct width of the gauge is no longer guaranteed. An
exchange of individual ties is not feasible as the entire track is old. The
ties would break after a replacement of supporting ballast. (2)
3. The F8 type rails used on the Probstzella-Neuhaus railroad line are so worn
that rail breakages frequently occur. Many of the ties between kilometer
points 11.4 and 15 are damaged or broken. The line carries a heavy ore traffic
to the Maxhuetten Foundry. (3)
4. The Langensalza-Hausmannsdorf, Lueben-Luehlhausen, Gressen-Keula, Wernshausen-
Trusebrand Rennsteig-Frauenwald railroad lines are provided with F5 type or even
lighter rails, which are not adequate for the traffic to be carried by them.
Many of the ties are defective and part of them are still nailed. Due to the
limited allocations of new rails, the necessary replacement of rails on the
Ilmenau-Grossbreitenbach, Rottstedt-Rastenberg, Wenigtaft-Oechsen, Erfurt-
Nord-Nottleben and Gera-Weitz-Munsdorf lines cannot be carried out. (4)
5. Regarding the railroad lines not specifically mentioned, it must be stated that
operational safety on them is not guaranteed. This applies particularly to the
Weissenfels, Zeitz, Gera, Erfurt, Nordhausen, Sangershausen, Misenach,
Gerstungen, Saalfeld/Saale railroad stations, where traffic is very heavy. The
seriousness of the situation is proved by a number of accidents. The switch
situation is very critical. Usable locking washers are almost unavailable.
Another bottleneck is the shortage of forks needed for the spreading of ballast.

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A total of 110 forks was delivered in 1951. After a short time, most of them were of no more use. For the first half year of 1952, the delivery of 345 units was promised; however, none of them have arrived so far.

Comments.

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- (1) This line is one of the few double-track east-west routes in the Soviet Zone.
- (2) The line between Grossen and Zeitz is a section of the now single-track Leipzig-Gera trunk line.
- (3) The Maxhütte Foundry is at Unterwellenborn near Saalfeld.
- (4) The numerous slow-down sections in the Erfurt railroad district prove the poor condition of lines in this area. This situation is mainly caused by a shortage of high-quality rails and ties, which permits only inadequate line repair and maintenance work.

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